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ANNOUNCEMENT RE. GOVERNMENT BUSINESS FOR THE WEEK COMMENCING 21ST JULY, 1986

THE VICE CHAIRMAN (SHRI SANTOSH KUMAR SAHU): Now, I request Shri Sitaram Kesri to make a statement on Government Business.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SITARAM KESRI): Mr. Vice-Chairman, Sir, with your permission I rise to announce that Government Business in this House during the week commencing 21st July, 1981, will consist of:—

1. Consideration and passing of:

(a) The Indian Electricity (Amendment) Bill, 1986.

(bj The Merchant Shipping (Amendment) Bill, 1986.

(c) The Mines and Minerals (Regulation and Development) Amendment Bill, 1986.

2. Consideration and passing of the following Bills; as passed by Lok Sabha:—

(a)' The Sales Promotion Employees (Conditions of Service) Amendment Bill, 1985.

(bj The Dock Workers (Safety, Health and Welfare) Bill, 1985.

STATEMENT BY MINISTER

I. COLLAPSE OF MANDOVI BRIDGE NEAR PANAJI; GOA

THE VICE CHAIRMAN (SHRI SANTOSH KUMAR SAHU): Now statement by Shri Rajesh Pilot.

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): Sir, with heavy heart, I regret to inform the Hon'ble Members of the House that two spans of bridge across Mandovi river on N.H. 17 near Panaji, Goa **k«ve** collapsed at about 8.20 hrs, on the 5th July, 1986. As reported by the Government of Goa, Daman and Diu this accident had unfortunately resulted in loss of two lives and injury to one person. One person is also reported to be missing. The injured person later on died in the hospital. This was one of the first bridges of cantil-ever type constructed in our country and commissioned to traffic in 1970.

The bridge is located *in* marine environment. When damages to parts of the superstructure were reported by Goa Government in September, 1985, the problem of corrosion was noticed. Load restrictions of 20 Tons and speed restriction of 25 Km. per hour were imposed on all vehicles using the bridge. As a matter of fact, a high level Technical Committee had been constituted by the Government of G«a on 1st October, 1985 on the request ot Government of India to ascertain the causes of distress, to suggest remedial measures and to advise whether it is possible to minimise th$_e$ rate of further deterioration of the bridge till the final remedial measures are implemented. The Committee had observed that loss of prestress had occurred in many prestressjng cables of the superstructure due to corrosion and had been examining various types of remedial measures based on detailed testing and investigations. On the basis of their interim recommendations, the Government had sanctioned in May 1986 an estimate amounting to Rs. 29.5 lakbs for repair on experimental basis of three spans identified as the most distressed ones.

Government of Goa have already filed an FIR under Section 304-A of IPC. They have also announced holding of a judicial enquiry. The Ministry has decided to constitute a Body of Experts to examine the feasibility of rehabilitating the existing bridge.

We are fully aware of the inconvenience being caused to the travelling public because of disruption of traffic and arrangements for ferry have already been made which is proposed to